On the lines of the Union Railway in the Borough of The Bronx, the crowd increased so rapidly when the elevated lines stopped that the management hauled out a lot of summer cars and put them into commission In both boroughs the crowd was so dense that the conductors had a hard time colecting fares: irrequently it was impos-tible. In Manhattan the Metropolitan company did not consider it advisable to increase their equipment. What would be gained in capacity would be lost in headway, was the reason given by General Manager Oren Root.

Manager Oren Root.

H. H. Vreeland, president of the Metropolitan street railway system, had this to say in answer to a question as to the probable attitude of his own employees:

"I have no fear of any sympathetic strike on the part of our men. The loyalty of the men to their distributions of the men to their distributions." the part of our men. The loyalty of men to their duty and to the company is such that we can depend on them. In the strikes of 1895 and 1899 it was feared that the Metropolitan would be tied up, but it was not, the men proving loyal. We shall do our utmost to help out the public. That

is all we can do."

General Manager Roof said: "The cars General Manager Root said: "The cars will be run to the limit that does not interfere with carrying all the passengers we can. I mean by that that we have a problem of the movement of cars at a decent speed as against a stream of cars at slow pace and frequent blocks. We shall carry all we can with safety to the public. Any estimate of the extra passengers we have had to-day would be pure guess. It may be half a million, maybe more. We have not found it advisable to put more than a few additional cars in service. The people few additional cars in service. The people would find quickly that the cars would erawl and that stoppages would be of it could not well be overestimated. But

Mr. Root said he had not taken steps to guard his lines from possible injury by the

the subway and elevated road employees. Since Mr. Vrecland took hold of the system n years ago we have never had trouble, hat is the best indication for the future

He did not know of any agents of the strikers going about among the company's employees for the purpose of creating disaffection.

POLICE FOR STRIKE DUTY.

717 Men at the Work in Four Tours -- McAdoc Says Everybody Will Be Safe.

Police Commissioner McAdoo detailed 717 men exclusively to strike duty yesterday. There were 704 patrolmen, five sergeants, five roundsmen and three detective | The surface cars have had their share of sergeants. They will do duty in four tours - criticism for overcrowding in the past; from midnight to 8 A. M., from 8 A. M. to 4. from 4 to 8 and from 8 to midnight. This persons could be jammed into a single street detail, Mr. McAdoo said, has been arranged meet a protracted strike. He gave out

Inspectors Cortright and Brooks and my secretary, Mr. Howell, remained at Headquarters all last night arranging details looking to the policing of the railways on which the strike now exists. The police arrangements are such that we can continue our surveillance and enforce the lawfor a long time without overfatiguing or wearing out our men.

n. enally and efficially I am sorry that a strike on these roads because of the there is a strike on these roads because of the grave, even if temporary, inconvenience to the large body of the public which must necessarily patronize them. With the merits or demerits of the strike the police have no concern. Our duty is to enforce the law fearlessly and impartially, and every means and power of this department will be used with zeal, energy and promptness in preserving the personal security of citizens in their homes and at work. No serving the personal security of citizens in the streets, in their homes and at work. No violence of any kind or from any quarter will be tolerated for a moment. Persona and property will continue to be safe in this

The main body of the police were still on reserve last night. About one hundred policemen who had been on duty all day, and whose homes were near their stations. were allowed to go home at midnight, but were told to be ready at an instant's

notice. Chief Inspector Cortright was in charge of the Police Department for the night.

EARLY TO BED THE RULE. A Changed Prospect for Those Who Drink Things o' Nights.

Downtown cafés were as quiet as charnel houses last night. The most enthusiastic drinker recoiled before the prospect of not from the prospect of not wishing to get home. Bartenders moped at their posts it never saw so many automobiles and cabs of duty and the free lunch slept undisturbed. as were winding their way along them. No Harlemite dared to linger on the be got out of the shop it was home for him.

Usually it was a case of standing up in a surface car all the way. Once home he submitted to the dressing coat and slippers that had lain idle since Christmas.

The consequence was that the hotel bars were deserted at the hours when there were many moving.

were deserted at the hours when they usually do their best. Restaurants in the business district got a good trade from the men who were afraid they could not reach home in time for dinner

PAY OF THE STRIKE BREAKERS.

A Slight Advance Over That of the Old Hands, Except for Metormen. Officials of the Interborough company

gave out this scale of wages as being what the men who had taken the strikers' places

Start.	Mos.	Yea
.\$3.00	\$3.25	\$3.5
2.10	2.25	2.4
. 1.55	1.75	1.8
1.75	2.00	2.2
2.00	2.55	
. 2.45	2.50	
1.40		
. 1.40	1.55	
vance on	that in	
	\$3 00 -2.10 -1.55 -1.75 -2.00 -2.45 -1.40 -1.40 Vance on	\$3 00 \$3 25 2 10 2 25 1 55 1 75 1 75 2 00 2 00 2 55 2 45 2 50 1 40

before the strike, with the exception of the stormen's wages, which are the same. motormen's wages, which are the same. In the other classes the increases in some cases are as high as 10 per cent. The scale was given out after reports had been circulated that every strike breaker was getting from \$3 to \$5 a day.

LAWYERS PIKE FOR DAMAGES. Bring Clients to Get Into Subway at Closed

night, and no passengers were admitted there. Nobody remained except a tower-

A few enterprising Harlem lawyers heard about, it and in a little while they accompanied to the station a number of persons who had subway tickets and said they wanted to ride down town. They couldn't get on the station platforms and demanded that the towerman take their tickets and admit them. He declined. They asked for his name and didn't get it, so they took the names of policemen who saw the proceedings and declared that their lawyers—the enterprising ones—would bring suit the enterprising ones-would bring suit against the Interborough.

ACCIDENTS HELP US.

Says May-Show That Green Men Can't Work the Subway.

Vice-President May of the Amalgamated Association said last night that the accidents in the subway had helped the strikers' cause. They showed, he said, that the Interborough company could not operate the road with green men.

The strikers, he said, would not object to see the company put in operation all the cars it owns because the more cars the more accidents there would probably be, which would prove to the public that the company could not run the road with green men.

TO PREVENT THE GRIP Laxative Bromo Quisine, the world wide Cold and Grip remedy, removes the cause. Call for the full name and look for signature of E. W. Grove. 25c.

MANY a concern loses a big bulk of business every year simply because : keeps no systematic rec ord of when its custom ers are likely to be in the market again.

Library Bureau, Card and Filing Systems,

GETTING DOWNTOWN AND BACK

JAMMED SURFACE CARS: WAGON

SERVICE POPULAR. They Were Lucky Who Had a Seat on a Roof

Good Thing for Auto Drivers-The Hardest of All Was the Getting Home. There were about half a million people who had to get up and down town yesterday in ways different from ordinary. It would be impossible to compute the loss in busi-

or in a Fender-Bicycles Resurrected

ness caused by the general disarrangethere was a comical side which went far to relieve the tension of the public mind. Of course there are folks who do not read "Our men," he said, "are loyal fellows the newspapers. These had their lesson yesterday morning and had it early when they walked into elevated and subway stations and found themselves confronted by one or two not over kindly tempered

policemen and no prospect of a train. "What's the matter?" they would ask a policeman. "Has there been an accident?" The things the policemen said to them were not exactly profane, but were surcharged with contempt. The first thing most of these non-newspaper readers did was to turn with a "ha-I-have-an-idea"

smile and start for the nearest surface

Pretty much everybody in New York knows by this time what happened then. but no one ever dreamed that so many car as were put into almost every car that went up or down town during the rush hours yesterday. Men and boys got on the platform buffers and from them climbed up over the stanchions to the roofs and rode there. Cars were black with people

When the capacity of the surface cars was exhausted people who were anywhere within reach of the steam railroad tunnel went over to 138th street and 125th street and the New York and Harlem station at 110th street and jammed into the suburban trains to get down as far as Forty-second

Below 125th street there was very little chance for anybody to get downtown except at the risk of his life. There would have been room for hundreds on the elevated and subway trains which ran at intervals of from fifteen minutes to an hour, but nobody seemed to want to trust them. Many and many a poor soul walked. Everybody who had an automobile, though it had never been used before except for pleasure, put it into commission for business. Many automobile owners, after they were safely downtown themselves, turned their machines over to their chauffeurs, who ran public automobile stage lines for their own profit at 50 cents and a

\$1 a head, picking up passengers along the street car lines from the crowds that were not able to get into the cars. Not a few grave and dignified looking persons who had no automobiles and found that cabs were in vain, took to rusty old bloycles resurrected from their collections. drinker recoiled before the prospect of not bicycles resurrected from their cellars, being able to get home—as distinguished and came down town trying to look as rite method of Wall Street and the channels

No Harlemite dared to linger on the Broadway path of dalliance. As soon as he got out of the shop it was home for him.

The most cheerful travellers were the youth of the downtown business district who collected grocery and baggage wagons

standing and making merry with them-selves and with the mockery of passers by. In The Bronx there are many moving vans, some of them as big as small barns. These were sought out by prov-ident persons and came downtown like so many Black Marias, strange sounds coming from within, such as: coming from within, such as:

Merrily we roll along, follalong, Merrily we roll along!

Of course thousands of people stayed at home and let their jobs slide, believing that the lack of means to travel would excuse

The real fun began when the people who ad managed to be downtown all day all

people from being trampled on.

There was a similar scene at the Post
Office loop of the Third avenue line. The
empty cars coming downtown were seized
by a forehanded mob at Mail street and Terminals.

The subway station at 145th street and Lenox avenue was closed up tight last

The subway station at 145th street and Lenox avenue was closed up tight last

The subway station at 145th street and women under dripping umbrellas, sending up plitful wails for help. The Astor House was filled early in the evening by people who gave up the conflict. The Third avenue cars going uptown were not allowed to stop at

few cabs on hand—most of them were busy uptown; there were no express wagons, because all of them had been gobbled up uptown before they got down as far as Fourteenth street. Pretty much anybody who went home at all walked, except the owners of private carriages and the owners of private carriages and the people who had cabmen or chauffeurs come

The Battery terminals of the Broadway and Sixth and Eighth avenue lines were not quite so badly off. The cars were allowed to get three or four blocks before they filled up. Between walking and taking to private vehicles and crowding into the few subway and elevated trains that were running, the downtown streets were fairly running, the downtown streets were fairly well cleared. Hundreds of people gave up the attempt to get home to dinner and took to the downtown restaurants, which were overcrowded until long after their

usual closing hours.

A feature of the day was the joy of the gay bad dogs of Manhattan, who poked fun at their Brooklyn brethren for not being able to send word home to the general effect: "I won't be able to get home to with my deer. Strike to get home to with my deer. night, my dear. Strike, you know. Sorry Oh! so sorry.

Strike Recomes a Theatre Show. At all the Proctor theatres yesterday strike pictures were thrown on a screen after the performances. In a day or two the management expects to show moving pictures of strike incidents.

ELEVATED ALMOST OUT OF IT.

BUT FARLEY'S MEN PROMISE A BETTER SERVICE TO-DAY.

i ast Side Lines Were of No Account in City Travel-The West Side Little Better-Passengers Rode Free From Some Stations-Jam at City Hall.

The elevated railroad service during the greater part of yesterday was almost a neglig ble factor in the up and down town travel. The West Side lines, particularly the Sixth avenue had better service than the East Side lines. Conditions varied on the different lines and at different times from a train every fifteen minutes or so to a train an hour.

Between 4 and 6 o'clock in the afternoon the company practically ceased to operate trains on the elevated. During that time orders were sent out to the police at the stations that everybody wanting to ride was to beforbidden entrance to the platforms. This was to hold good till midnight, when the company believed that trains could be started again with safety. The precaution was taken because of the many reports of small outbreaks of hoodlumism which

reached the company. The order practically tied up the elevated lines during most of the evening rush hours. While it was in force the company's officials had talks with the police and learned from them that if the company wanted to run its trains they would receive ample protection. Inspector Cross promised that each train should have four policemen. Mr. Bryan and Mr. Hedley, when this offer was made, decided that the elevated lines could start up again and orders were given to this effect about 6

Trains were run irregularly from that time on till midnight, police manning each

Better service on the East Side elevated lines to-day was promised by Farley's men. They declared that the elevated lines on the East Side were neglected for those on the rast side were neglected for those on the other side of town yesterday, but that this morning between soo and 900 men would man the trains on the Second and Third avenue elevated and that fairly

good service would result.

Last night the East Side elevated lines below the City Hall were out of fusiness. At 6:30 o'clock the ticket agent at the South Ferry terminus of the Second and Third avenue elevated lines shut down his window and announced that no recruite terminus. and announced that no more tickets would be sold there. Passengers who straggled in were turned away by the police on duty.

bridge trains were stalled for a long time. Passengers, chiefly school girls on the way home, courageously braved the third rall and walked from one motionless southb

train to another and so managed to get off the bridge. At the Bronx Park station

The real fun began when the people who had managed to be downtown all day all made up their minds about 4 o'clock to start home early and avoid the rush.

The rush had really begun at 2 o'clock By 3 o'clock he who got a seat on a surface car bound uptown was hardly as well off as he who hung onto the outside of the back platform—people sat on his lap and trod on his feet and fended off against his face.

The Bridge terminals of the Sixth and Madison avenue lines became battlegrounds. Mobs of people, among whom were large screaming and groaning, around the cars, crying "Please let me on, I've got to get home." The policemen guarding the Brooklyn Eagle wagons again and again had to leave their newsboys to shift for themselves and dash into the crowd to save people from being trampled on.

arrive it was rushed with a determination that swept guards and policemen off their feet and prevented any semblance of order. Apparently there was no general order as to whether tickets should be sold or not

on the elevated. Some stations had no ticket chopper and others no ticket seller. At the Park place station the chopper was

waiting by that time. The ticket agents on the elevated were "Oh. Lord," one of them kept saying to prospective passengers, "there hasn't been promise you there'll ever be one.

HARLEM RAILROAD SWAMPED. Women Jump Fence at Grand Central

-Others Swoon-Man Falls Dead. Into the Grand Central station, from all points of the compass, it seemed, at 4:30 P. M. yesterday came the crowd of people

Tastes Morning

had figured out the Harlem road as the best means of getting home. Before that time the station had kept its normal appearance. After that time it was the theatre of

almost riot. When one of the bulletin boards flashed up the White Plains local, which stops at | Fariey Ran One of the First Trains Out 110th, 125th and 138th streets, Melrose, Morrisania, Claremont Park, Tremont and 183d street, the concourse filled magically. Before 5 o'clock the place was jammed. The train did not start on time and the crowd wanted to know why. A Central employee mounted the iron fence and announced that the gates would not be opened until the people stopped shoving. The surprised folks who used them. The

crowd cheered, jeered and jammed on. A man with a megaphone mounted the top of the information bureau and cried streets. They spent much time, on enter- night. that the White Plains local would start from | ing a station, in trying to read the signs Gate 7, seventy feet away. A rush worse than any ever seen on a football field started east from Gate 16. There were dozens of police on the concourse, but they might as well have been in the street. The rush of two thousand people for Gate 7 was not to be | much. Passengers had lots of fun with trifled with. The women did not have to run. They were carried along, squeezed and screaming. Simeon Ford, sitting at the first trains early yesterday morning. his desk in the Grand Union Hotel compos-

by their yells. The sign over the gates, "Show your

ost their grip were knocked off the walk and onto the roadbed. This train, the first of the evening, was a

sight as it pulled out. It was a case of three in a seat, with the aisles packed, the platforms crowded and men hanging onto the steps and rails. A man with a gray beard climbed up on the tender, in spite of the fireman's protests.

"I came in on the cowcatcher this mornng," he yelled, "and I'm going to have more comfortable seat to-night." Meanwhile a great crowd had collected

at the gate, now closed, and was howling for home. A rumor came that the next ocal would start from Gate 16 and there

Hardy commuters fought the greatest be sold there. Passengers who stragged in were turned away by the police on duty. No Second or Third avenue trains left South Ferry after 7 P. M., and only eight trains went north from South Ferry on the Second and Third avenue lines all day.

Up to midnight trains on the West Side lines left South Ferry under ten minutes headway, but most of them started empty, except for policemen.

There was much trouble at the City Hall

There was much trouble at the City Hall

There was much trouble at the City Hall

The Central man who was bossing things kept making speeches to the crowd, begging it to be patient; but it pressed on and on, it to be patient; but it pressed on and on. The subway carried hundreds of people free. It is required that ticket is lies give a heavy bond. This bond is hard to get

From 4 to 7 P. M. however, not a train came in at the City Hall station. The first that appeared had several windows smashed. After 7 P. M. the service improved till trains were running on about ten minutes headway.

A Sun reporter took a trip from the City Hall station until the train came in Then it was announced that the train came in. Then it was announced that the train came in. Then it was announced that the train came in the train came in the train came in the train came in the windows of tenements along the road men, women and children reviled the men.

Crowds jeered at them whenever the train atopped, and it stopped often enough. After a stop it would lurch suddenly forward as the city first and then dropped upon the should ders of a friend on the other side. Within the sides within the sides within the sides of a friend on the other side. Within the sides of a friend on the other side. Within the sides of a friend on the other side. Within the said on more persons were admitted. At one time a thousand or more were banked around the entrances. By 6:25, when the scaling of the fence, and got the ha-ha for their pains. Some of them were stationed at the concourse was dangerously crowded. The newcomers stood forty deep in the waiting room and surged again and again toward the constitute the atom one the entrances. By 6:25, when the trains began to take on passengers again, and taken other macks of the station. It was followed by others. They find the entrance of extra the concourse was dangerously crowded. The newcomers stood forty deep in the waiting room and surged again and again toward the constitute the entrances. By 6:25, when the trains began to take on passengers again, and to more persons were admitted. At one the deed. Strong men were stationed at the entrances of getting home. At 6:25 the first train after the accident crawled into the station. It was followed by others. They form had been on beard for more than half an hour. At 6:25 the trains began to run north aga n. In the interim a few wou

Crowds jeered at them whenever the train stopped, and it stopped often enough. After a stop it would lurch suddenly forward and then stop again.

At 106th street strikers came aboard and tried to induce the crew to join them. They argued in this fashion:

"Let us talk reason to you; no one is going to hurt you. Join us and we'll pay your hotel bills till you're ready to leave New York. We took sixty-seven men off this road to-day."

A few did desert. On the Harlem River bridge trains were stalled for a long time. Passengers, chiefly school girls on the way

of 48 Walnut street, Buffalo. Papers in his pockets indicated that he was a Pullman car conductor. He was waiting for the 8 o'clock train for Buffalo.

The officials said they never had handled such a crowd before. There must have been about 15 000 extra resorb.

off the bridge. At the Bronx Park station were seventy policemen, who sat around the waring room, filling it completely. The strike breakers were left there.

The trip back was similar to the trip up. Capt. Hurley sent pelicemen on the train with orders to "punch in the eye" any strike smasher attempting to desert his train before he brings it back to where he grant trip lasted five hours.

came to the Grand Central, there to board surface cars for their places of business. About ten extra trains were run at night.

The railroad had called for help from the police early in the day and two policemen each were sent to the stations in the suburban districts. Pickpockets were busy in the crowds, and Chief Detective Humphreys called in twenty-eight detectives of the New York Central who were working up the State to help maintain order on the the State to help maintain order

MAIL TRAINS RUN ON ELEVATED. Service Somewhat Interrupted, but Not

Some delay in the transmission of the Brooklyn section beginning from to-day mails from the Post Office yesterday was occasioned by the strike, but the pneumatic tube service was in good working order and the wagon service was increased so that altogether the work progressed fairly well. Though the customary celerity was

on duty and would let no one by without a ticket, but the ticket seller closed up. A deadlock followed which nearly ended in a riot. A little after 5 o'clock trains began to run more frequently. There were few in them. Most of the people had got tired of waiting by that time. not attained there were no great delays. notified the Post Office that it was in shape to handle all mails and it did so until 1:30 when it failed on the Fast Side. No mails were sent on that branch the remainder of the afternoon. On the other hand there was little trouble on the West Side. Whenever the service lapsed a large number of wagons were on hand and it was to this safeguard that freedom from ling delays was iue. The mail trains bote the sign "U. S. Mail* and contriving to stop them would have been a serious offence.

MAILS HELD UP AT 125TH STREET. The action of the strikers yesterday flernoon in preventing trains from stopping at the station at 125th street and Eighth avenue to pick up mail may lead to the interference of the Federal authorities. Last night hundreds of mail bags were piled up there. The strikers had practically held possession of the station and threatened any train that stopped. There were several hundred of them a times on the station.

There were several hundred of them a times on the station.

The consequence was that no train could stop for the mail, which kept on accumulating all the afternoon. It was said las night that if this continued Marshal Henke, would be informed by the company the morning that the mail was being held up and that it was a matter for the Federa authorities to deal with. The mail on the station is bound for downtown.

that live in Harlem and The Bronx and that SUBWAY RAN IN FAIR TIME.

EXPRESS SERVICE CUT OUT. BUT LOCAL TRAINS DID WELL.

> The Green Guards and Motormen Caused Some Confusion, but the Aceldent Delayed Traffle Mest Seriously.

The subway stood the test of the strike better than the elevated lines. Express trains were abandoned, but local trains travelled at a rate which rather agreeably guards of the Farley brigade showed great lack of knowledge of the stations and the which told where they were at. The motormen stopped their trains opposite the platform when they could. Often they missed the stations with everything except the last car; but folks didn't seem to mind

the green guards. Farley himself came down with one of He gave elaborate instructions to each ing an after dinner speech, was disturbed of the men on the car platforms, then ran to the police on guard at the stations and

crushed against the rails, and when they of passengers down into the Fulton street station, who fought and clawed for a chance to get into the trains. Few of the guards had learned that Fulton street was the last station. Nearly every one of them tried to ring the bells in the car behind him, signalling for the train to centinue on down Broadway, where the tunnel isn't dug yet

"Ring the other bell!" the passengers would how.

Then the green guard would wake to his mistake and ring the uptown bell.

"Here! Here! Here!" a dozen volunteer instructors would shout. "Shut your car loors first."

The guard in his embarrassment would was a rush. That meant a collision with the mob already collected at the regular waiting place, but there was no help for it.

Hardy commuters fought the greatest battle of their lives, holding their precious of the Fulton street station.

There was much trouble at the City Hall station owing to the descritions of strike breakers. An attempt was made to start trains under fifteen and twenty minutes headway, but no train was allowed to go out without a full crew, so this schedule dome in with only one guard, although the full crew had left 125th street. When that happened the ticket office closed down and passengers were kept out till a new crew was provided.

Sometimes a train would be filled up with passengers before it was discovered that the crew was incomplete; then the police would clear the train and the passengers would file down to the street to wait. When another train came in a full crew from both trains would be made up, and a train sent north again.

From 4 to 7 P. M., however, not a train came in at the City Hall station. The first that appeared had several windows smashed.

Papers in his RUSH TO WILLIAMSBURG BRIDGE. increased Traffic Over the Structure Owing

to the Strike.

Thousands who usually use the Brooklyn Bridge and the Subway crossed the Wil- support. liamsburg Bridge in the rush hours vesterday morning and last night by either the Eighth street or the Fourteenth street lines of surface cars. There was no great increase in the traffic across the structure yesterday morning, but last night, between 5:30 and 7:30 o'clock the traffic was heavy. Persons living in Brooklyn accustomed to use the subway patronized the surface cars and transferred to the two lines which eross the Williamsburg Bridge. On the Williamsburg side the Marcy avenue, Nostrand avenue, Franklin avenue, Tomp-Nostrand avenue, Franklin avenue, Tompkins avenue and Sumner avenue lines of cars were well patronized. These lines carried part of the traffic which crossed the Williamsburg Bridge. An official of the Metropolitan Traction Company at the Brooklyn end of the Williamsburg Bridge and leat night that there would probably

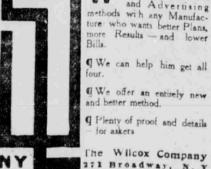
HARVEST TIME FOR CABBIES Also for the Sightseeing Autos-Two of These Run as Stages.

Carriages and cabs were at a premium yesterday and every sort of a wheel vehicle was brought into use. The public backmen promptly charged higher rates than usual when they saw they were in great demand. They got all sorts of fancy prices for driving short distances.

Even trucks were utilized to carry shop girls home last night. Good natured truckmen invited the girls to ride free and didn't mind stopping every few blocks to let mind stopping every few blocks to let some one on or off. Fifth avenue never had more vehicles of every kind.

One of the sightseeing automobile concerns was quick to take advantage of the strike. Early last evening two big automobiles stopped in Fourteenth street and a barker announced that he was prepared to carry people home at rates somewhat higher than the elevated trains, but considerably lower than cab hire. The automobiles did a rushing business.

WE want to alk Sales and Advertising methods with any Manufac ture who wants better Plans,



THE NEW MEN TAKE HOLD. First Train Out-Farly Scenes in the Sub-

way-First Blows Struck. As soon as the strike order had been formally given out about 12:30 o'clock yesterday morning, the meeting of the Amalgamated men in Marion Hall adjourned, and the executive committee went into session in an adjoining room. Messengers were sent out at once to notify the employees

on all East Side lines. At the same time the picket system was organized and the pickets were assigned to their places. The headquarters was kept open and most of the men lingered The motormen from Majestic Hall, there. across the street, adjourned their meeting and joined them. They kept it up all

About 2 o'clock in the morning the first About 2 o'clock in the morning the first violence of the day occurred on the steps of Marion Hall. Two zealous union men beat up a person who refused to show a union card on suspicion that he was a spy.

The pickets were in their places by 3 o'clock, when the men began to run their cars into the terminals and drop off. The last union cars were off their run by 4 o'clock, and the system was in the hands of the strike breakers.

the strike breakers.

At the Lenox avenue and 145th street terminal of the subway the first non-union car was run out at 4 sharp. A crowd of trainmen, mostly young, gathered on the platform to watch the game.

The sign over the gates, "Show your tickets," became a joke. Gatemen and the policemen detailed to assist them were swept aside. It was "Harlem or bust" in the afternoon a rumor got around with the crowd.

Inside the gate women and children were crushed against the rails, and when they crushed against the rails, and when they are crushed against the rails, and when they are considered to a square jawed young man in the uniform of the Brooklyn Rapid town that the subway was running at full headway. The yarn brought thousands of passengers down into the Fulton street iclied him gertly.

The strikers, with one eye on the police, jollied him gently,
"is your hie insured?" asked one striker
"I'll take my chances," said the strike breaker, as he closed the gate and got ready, for the bell. This train was delayed five minutes while Suptr Merritt straightened out the guards. The motor box of the second train was in charge. ** [ask] voice. ond train was in charge a tall young fellow who looked neither to the right nor They had to take a lot of guying.

"Ring the other bell," half a dozen men would yell. The guard would ring the same bell energetically.

"They had to take a lot of guying.

MAHON LEFT ALONE. The Local Strike Leaders Running This Without Him-Firemen in Doubt.

The loneliest figure yesterday among those supposed to be of importance in the strike situation was W. D. Mahon, president of the Amalgamated Association of Street

and Electric Railway Employees of America. In all the previous negotiations between the subway and elevated employees and the Interborough company concerning wages, hours and regulations, Mr. Mahon has been among the most conspicuous of the representatives of the men. Up to 6 o'clock last evening not a soul directly connected with the strike had called on him. He said himself that he had seen none of the local strike leaders now had be acceptable. local strike leaders, nor had he an appoint-ment to meet any of them. He said he was not here on account of the strike, but that the strike might detain him in New York. His plan, however, was to go to New Haven this afternoon.

From another source it was learned that Mr. Mahon had seen Mr. Pepper in the morning and had talked the strike situation over with him informally. He also talked to him over the telephone in the afternoon. It was apparent, however, from the attitude of the local leaders toward the head
of the Amalgamated Association that,
having precipitated the fight, they intended
to go it alone, fearing that the parent
organization might try to call the strike off.
Mr. Mahon said that the strike had not been sanctioned by his organization, but he hastened to add that that did not necessarily mean that it would not be indersed

at some future time.

Timothy Healy, president of the International Association of Stationary Firemen spent most of the afternoon with Mr. Mahon. This gave rise to the report that the firemen in the histograph control of the statement of the st big power houses of the elevated and subway lines were going to strike in sympathy with the motormen and train hands and thus make it impossible for the non-union men to operate the roads. When asked about it Mr. Healy said that no request had yet been made to his men to join in the strike. He refused to say whether they would go out if asked. The firemen, he said, would have to determine

STRIKE TOO HASTY.

According to one report current last

night Chief Stone of the Brotherhood of Engineers, who was in Washington yesterday, was indignant at the action of Chief Jencks and his men and would take steps mmediately to eject them from the union. Mr. Stone, it was said, delegated Vice-Grand Chief Hurley to come here and con-sult with the men. Until midnight Monday Hurley, it was said, strove to get Jencks and his men to wait before giving the strike order. The same thing was done by Mahon of the Amalgamated Association. Both were ignored and both local organizations may suffer more than the loss of pecuniary

A MYSTERIOUS DISAPPEARANCE

PUBLICATIONS.

000 Scotland Yard's crack man worked on this baffling case and never had he found a more complicated puzzle. His chief fault was trying to use old methods on new conditions, but still he achieved some success. Bruce, the clever amateur, did better.

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J. CLODE PUBLISHER NEW YORK MORE STRIKE BREAKERS COME.

Some of Them Snowballed When They

Landed at the Battery. A crowd of strike sympathizers gathered last night at the foot of Whitehall street to greet 140 men who were landed there at 6:45 o'clock from the Central railroad ferryboat New Jersey, Sergt, O'Reilly of the Fifty-eighth precinct and fifteen men escorted the strike breakers to the elevated station at the Battery, incidentally keeping back the crowd, which expressed its disapprobation by yelling "scab!" and by hurling bits of ice and snow. Nobody was hurt. The men were taken to 129th street by a train that was waiting for them.

PATERSON, March 6.—About one hundred

men under the leadership of a representative of Jame. Farley, the strike breaker, left here to-day for the purpose of taking the places of the subway strikers. The men included some of the experienced men of the Public Service Corporation, especially those acquainted with the operation of

There was a rush of men at 34 Dey street, the employment bureau opened by the company. No motormen were hired here. Applicants for jobs as such were sent up to 31 City Hall place, where the regular examination of candidates for motormen are held. About 200 men were examined and told to await, orders. and told to await orders.

LABOR LEADERS IN CONFAB. Three National Organizations Represented -Doings Secret.

For four hours W. D. Mahon, internaional president of the Amalgamated Association of Street and Electric Railway Employees, held a conference at the Clarendon Hotel last night with prominent labor men and a few outsiders. After the meeting, which ended at 11 o'clock, none of those who took part in the conference would say what it was about. Three of the conferees were Thomas J. Kidd, vice-president of the American Federation of Labor, Timothy Healy of the International Association of Stationary Firemen, and Alfred J. Boulton of the Central Federated Union. One of those who took part in the

onference said: onference said:
"It was simply a friendly meeting. We didn't consider anything. At the meeting there were two men who are not connected with labor movements. They wanted to talk thoor movements.

talk things over. Discipline by National Organizations May Follow.

There was a suspicion that the leaders of the strike were discussed. They have hit arbitration a slap and arbitration is a popular trade union tenet. The local leaders, it is said, have ignored the presence of

national leaders in town Revenue Cutter Takes Women Uptown. A dozen women employees of the immi gration bureau at Ellis Island, who had been forced to get up early in the morning to reach the island from their uptown homes wondered how they were going to get back in time for supper last night.
Commissioner of Immigration Watchorn,
who has a revenue cutter at his disposal,
heard their plaint and sent them up the
North River in the Manhattan, which made landings between Twenty-third and Seventy-

I ninth streets.

TO THE **Public and Patrons** OF THE SUBWAY

MANHATTAN "L" ROADS

AND

At a meeting of the Executive Committee of the Interborough Rapid Transit Company, held March 7th, 1905, it was

RESOLVED, That the position of Vice-President Bryan and General Manager Hedley, of the Company, in relation to the demands of the employees is fully approved.

The Committee believe that the rates of pay are higher than on any other similar road in the country, and that the hours of service are as short or shorter. Furthermore, the Committee feel that the real question involved is not one of pay or hours, but whether the management of the property, involving the safety of the public, shall or shall not be in the hands of its Officers. The Committee feel that the safety of the public imperatively demands that the physical tests now required, which are the standard railroad tests,

The Committee also gives assurance that as soon as the full complement of employees qualified to operate the road is secured, under no circumstances will places be made for men who have abandoned their positions, as the three years' agreement in force with the motormen has been entirely disregarded by them, although the

Company has complied with all the terms of that agreement. The Company fully appreciates and will give recognition to the loyalty of the employees who have remained faithful to the service.

Interborough Rapid Transit Company.